NEWS BY TELEGRAPH. SIX DAYS LATER FROM EUROPE.

ARRIVAL OF THE CANADA AT HALIFAX. UNFAVORABLE COMMERCIAL REPORTS.

Cotton and Breadstuffs Dull and Declining. AFFAIRS IN WASHINGTON CITY. LARGE LIST OF APPOINTMENTS CONFIRMED.

The Prospects for the Office Seekers.

The Administration and the Tehuantepec and Central American Questions.

Progress of Business in the New York Legislature.

Important Bill to Amend the City Charter.

Gardner's Trial-Murder-Railroad Accident

&c., &c., &c.

The European News.

BY THE NOVA SCOTIA, NEW BRUNSWICK AND MAINE TSLEGRAPHS TO PORTLAND, THENCE BY THE BAIN LINK TO ROSTON, AND THENCE TO NEW YORK BY HOUSE'S PRINTING TELEGRAPH, NO. 21 WALL STREET. HALIPAX, Friday, March 18, 1853.

The Royal Mail Steamship Canada, Capt. Stone, from Liverpool on the 5th of March, arrived here at five o'clock this evening.

Commercial Affairs.

LONDON MONEY MARKET. There had been a slightly increased pressure in the money market, and the bullion in the Bank of England had decreased £87,750.

Consols for money were steady at 99% a 99%. The transactions in United States stocks, and also in State securities, were to a small extent. COTTON.

The week's business in cotton has been limited, the sales reaching only 35,550 bales, of which speculators took 3,250, and exporters 4,500 bales. The imports of the week have been 87,000 bales. The stock at Liverpool new mounts to 650,000 bales. The market is dull, and prices have a declining tendency. The following are the quota

 Fair Orleans
 6%d.
 Fair Uplands
 6d.

 Middling
 5%d.
 Middling
 5%d.

 Fair Mobile
 .6%d.
 Inferior to ord
 .4d.
 a 5%d.

 Middling
 .5%d.
 a 5 9-16d.
 .6%d.
 .6%d.

A private correspondent, writing under date of Liver-pool, March 5, says:—The sales of cotton during the week foot up 36,000 bales, at the following quotations:—Fair Orleans, 6%d.; middling, 5%d.; fair Upland, 6d.; middling, 5%d. The demand is moderate, and prices favor buyers, particularly in middling and lower qualities. The sales to speculators were about 3,000 bales, and to

The sales of cotton for the week, to the first of March inclusive, were 5,000 bales, against 5,250 imports. The stock on hand was 35,500. The demand is moderate, at the following quotations:—New Orleans tres ardinaire, 93f.; Mobile, 91f. a 92f.; Uplands, 91f.

BREAD STUFFS.
LIVERPOOL, March 5, 1853. Flour is dull and declining, and prices are quoted 6d. lower. Western canal sells at 24s. 6d. a 25s., Baltimore and Philadelphia, 25s. 6d. a 26s., and Ohio, 26s. 6d Wheat has declined 1d. a 2d. per bushel, with a limited 6s. 3d. a 6s. 8d.—7s. having been paid for some choice mamples. Corn is dull, and white has declined is. a 3s., being quoted at 31s. 6d. a 32s., yellow, 31s. 6d., mixed, 31s.

lows :-Western canal flour is at 25s., and Ohio 26s. Corn is at 31s. 6d. for both yellow and white. Lard is worth 52s. Consols closed at 99%. PROVISIONS.

LIVERPOOL, March 5, 1853. McHenry quotes the market poorly supplied with pork, and dull. There were more sellers than buyers. Bacon, Eastern, firm at 54s. a 56s. Lard was nominal at 52s.,

all qualities having considerably decl PRODUCE.

LIVERPOOL, March 5, 1853. Asses.—Pots are dull at 26s.; pearls, 28s. Ross.-Common is firm, at 5s. 4d.; sales of 1 500 bbls

TAR.—The market is bare.

14s. 6d. a 15s. Spirits turpentine, 66s. a 67s. Market is

19s. a 24s., in bond. SUGAR and TEA are active. Corver is unchanged, with a limited business doing

Toracco is firm, with an upward tendency. The stock LONDON, March 4, 1853.

Cotton and breadstuffs are dull, with a declining tendency. Sugar and coffee firm. Rice inactive, and price tending downward.

TRADE REPORT. At Manchester trade was rather less active, and price

had slightly declined. The commercial advices from India were unfavorable, particularly in regard to the export trade

We can get nothing further to-night. The Eastern lines have been working with the greatest difficulty, repeating at numerous stations. The Portland office tells us that nothing has been received East of Sackville since 12.30, and it is therefore presumed the line is interrupted and closed.]

The Gardner trial was resumed this morning. The Dr. Mackie was also recalled, and explained from Dis turnell's map the localities and distances of the various

Charles E. Bowes was called to the stand, and read the translations he had made of the various documents, Mr. Carlisle looking over the original Spanish at the same time. The papers showed Dr. Gardner's whereabouts, and connection with mining operations during 1844 and 1845.

About forty letters, receipts, drafts, and other papers, were translated to the Court, which clearly showed that Dr. Gardner had been engaged as director of the mine of Mirafores, near Morelia, from November, 1844, to

of Miratores, near Morena, from November, as, from April, 1846.
Richard L. Jones testified that Gardner was, from November, 1845, to February, 1846, and again in August, 1846, iving in Guadalsjara as a dentist, and left there is February, 1846, to go to Mazatlan. Captain Maddox, of the Marine corps, testified that he saw Gardiner in Mazatlan, between the 26th of April and the 18th of May, 1846; saw him here in the winter of 1848–42, and taked with him about having seen him in Mazatlan.

The Court hereupon adjourned.

## Mr, Meagher in the South.

CHARLESTON, March 17, 1853.

Mr. Meagher lectured here last night in the Hibernia. Hall before a crowded audience, amongst whom were many of our most prominent merchants and planters. The Roman Catholic bishen. Dr. Parents his clergy, sat in the vicinity of the platform. Mr Meagher dines with the Hibernian Renevolent Society to-day. He was also cordially invited to their entertain-ments by all the other Icish societies in the city. Mr. M. proceeds to Augusta to lecture on Saturday.

Fire at Buffalo-The Ice on Lake Erie. Two stores on Main street, occupied by J. Smith, as stove store, and Oscar Severance, tobacconist, were des

troyed by fire this morning. The buildings were of wood and were insured for \$2,000. Smith's stock was insured for \$3,500 and Severance's for \$2,000.

The weather here is set with an easterly wind. The foe has been blown away from the shore and it is all clear ten miles up the lake. Our harbor is still blocked up but will probably be clear in a few days. At Cleveland the harbor is clear, the ice having gone over to the Canadigas shore,

From Washington City. DENCE OF THE NEW YORK HERALD THE PRESIDENT AND THE TEHUANTEPEC QUESTION-EXPLANATION OF THE INAUGURAL—SECRETARY MARCY AND THE HERALD—LARGE NUMBER OF APPOINTMENTS CONFIRMED.

The Intelligencer and other fossils have found great fault with the paragraph in the President's insugural address which declares that our attitude as a nation and our poition on the globe reader the acquisition of certain possessions, not within our jurisdiction, evidently im-portant for our protection in the future, and essential for peace of the world. They regard this as pointing directly to Cuba; but it will bear no such interpretation. It alludes to the Isthmus of Tehuantepec, the possession of which the President regards as so important to the com-mercial interests of the United States. If it had mean the acquisition of territory, it would have been worded very differently, and it would have been necessary at the same time to have struck out several previous passages in the address. Mr. Mason, the Chairman of the Senate Committee on Foreign Relations, is very desirous of calling the Tehnantepec question up, and nothing but the

week. The Senate will probably sit all next week. I understand Gevernor Marcy don't like the HERALD's course towards him. He says it has been abusing him for a lifetime. If the Governor will only stand well up to the rack now, perhaps old scores may be rubbed out. By the way, his Department requires sweeping. Out of the whole force of sixteen clerks, there are but two democrats, and those at the lowest salaries. The chief clerks of all the departments, except the Interior and Treasury.

So far, almost all the appointments have been made upon the dictation of members of Congress. Where the delegation of a State cannot agree, the subject has been passed over. Thus the only California appointments yet made have been by the consent of the members, and where they disagree the matter remains undecided. The endorsements of private citizens seem to be below par. I learn that Mr. Kennedy, of the Census Bureau, was

removed to day, and Mr. DeBow, editor of DeBow's Revice, appointed in his place. Nearly all the appointments, so far, have been made to fill vacancies caused by resignation or expiration of com-mission. It is the intention of the President to fill all

vacancies before he takes up for consideration the subject

Sepate, in addition to those I have herefore sent you enate, in addition to those I have herefore sent you :COLLETTORS OF CUSTOMS.

Minott A. Osborn, New Haven, Connecticut.
Thomas D. Winner, Great Egg Harbor, New Jersey.
George A. Z. Smith, Vienna, Maryland.
Oliver S. Dewey, Ocracoke, North Carolina.
John P. Haldwin, Key West, Florida.
George S. Hawkins, Apalachicola, Florida.
Rebert Parks, Cuyahoga, Ohio.
William B. Snowbook, Chicago, Illinois.
John Adair, Oregon.
Addison C. Gibbs, Upqua, Oregon.
SURVEYORA.

SURVEYORS.

Kittridge Sheldon, Portsmouth, New Hampshire.
Paniel Van, Galens, Illinois.
Robert W. Dunbar, Milwaukie.
William M. King, Portland, Oregon.
Peter G. Stuart, Pacific City, Oregon.

APPRAISERS.
Henry Crocker, at Boston, vice Samuel J. Bridge, ap-pointed General Appraiser on the Pacific Coast.

William Dowling, re-appointed, Land Office, Colum ous, Mississippi. Daniel A. Farley, Winamac, Indiana, vice Daniel Sigler,

resigned.
Andrew J. Edmondson, Pontotoc, Mississippi.
Jeremiah Seaman, re-appointed, Milan, Missouri.
Richard M. Jones, Springfield, Missouri. RECEIVERS,
Wesley Halliburton, Milan, Missouri,
William M. Patterson, Winamac, Indiana.
Nathantel B. Holden, Clinton, Missouri,
Richard B. Dannam, re appointed, St. Louis, Missouri,
John Lement, Dixon, Illinois.

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John C. Hays, to be Surveyor-General of the United States for the State of California, vice S. D. King, removed.

Joil Palmer, Superintendent of Indian Affairs, Oregon.

Loren P. Waldo, of Connecticut, Commissioner of Pensions, vice Heath, removed.

X. Y. Z. THE MISSIONS TO ENGLAND, FRANCE AND SPAIN-

THE NEW YORK NAVY AGENCY—DEFARTURE OF MR. HART—REPORTED APPOINTMENT OF BIRDSALL —GEN. PIERCE'S VIEWS ON OUR FOREIGN RELA-TIONS-YOUNG AMERICA, ETC.

It appears to be generally understood, this evening, that Mr. Buchanan is certainly decided upon for England, Henry A. Wise, of Virginia, for France, and Mr. Soulé, of Luisiana, for Spain. Mr. Buchanan, some of his most intimate friends say,

will not accept his mission, but will no doubt be highly whether he accepts the appointment or declines it. Mr. Wise, whose presence here affords strong cir metantial evidence of his reported appointment to

France, may be considered as indebted for this high compliment to several important considerations. First, the desire of Gen. Pierce to render some return for at the Baltimore Convention; secondly, he may wish to furnish a striking example of conciliation to the Virginia democracy; and, thirdly, the President doubtless thinks Wise a proper man for the position, and as having redeemed his past eccentricities, and won for himself a substantial claim to the fullest confidence of the democratic party. All this may be so; but if so, vation of Gen. Cu-hing to the cabinet, will he not growl at the appointment of Wise to France, and thus give the cue to the Old Bourbons for a disturbance in the family? Of course, he will.

Pierre Soule, for Spain, though a Frenchman by nativity, cannot fail of giving general satisfaction. He is a good Spanish scholar, well versed in Spanish history and Spanish diplomacy; his manners and address are th centleman schooled in the highest circles of politeness and, what is better still, he is a prefound believer, and safe but earnest disciple, of the doctrine of "manifest destiny." Young America has great faith in him, so, l am quite sure, has Gen. Pierce; and with equal positive ness it may be said the interests of our country at the

Hon. Emanuel B. Hart left here for New York this morning-through ticket. Gen. Walbridge and Mike was done we cannot say. It is enough that they opposed his appointment for Navy Agent of New York, and that

A. Birdsall, a son-in law of Mr. Dickinson, it is now confidently said, is the foremost man for the New York Navy Agency. But this little sop will not satisfy the hunkers. ector. They say they must have him or there will be a rumpus; but Marcy's hostility to Schell is considered ather bad for Augustus.

Of one thing you may rest well assured-Gen. Pierce is shead of his cabinet, on the Monroe doctrine, and our foreign relatious generally. The end is not yet. We shall have a truce, but there is bound to be a decisive in pression made upon the outside powers of the earth by this administration. Mark that, and walt a little.

VICE PRESIDENT KING AND GENERAL CANEDO-NEW FROM A REGULAR CORRESPONDENT.

The Union of this morning says :-- "We have reason to elieve that the statements which appeared some time ince in the public journals to the effect that Col. King had been inhospitably treated at Havana by the Captain General of Cuba were quite unfounded." On the contrary the Union is confident that the attentions of General Canedo to Mr. King were assiduous, and marked by a spirit corresponding with the high station and character both of the Captain General of Cuba and the Vice President of the United States.

Mr. De Bow, editor of the Commercial Review, has been appointed Superintendent of the Census Department, wice Kennedy, and took the eath of office to-day.

## U. S. Steamship Mississippi.

Boston, March Vs, 1853.

The whaleship Iris, at New Bedford, yesterday, from the Indian Ocean, saw January 5th, lat. 22 30 S. 3 30 E., an American steamer, steering for the Cape of NEW YORK LEGISLATURE.

ALBANY, March 19, 1853. SPECIAL ORDER FOR MONDAY.

On motion of Mr. Mongan, Monday next was set spart specially for the third reading of bills,

THE UNION COLLEGE. Mr. VANDERBILT presented the memorial of the Pres and Trustees of Union College, in relation to the affairs of said college. Mr. V. moved the printing.

Mr. BERKEAN consented to it as fair, and it was adopted.

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THE POWER OF CIT US.

Mr. MORGAN, reported a bill to revirain the powers of cities in respect to contracting debts.

THE COLONIAL HISTORY.

The bill to errest the printing and publication of the documents on the subject of the Colonial History, was taken up in Committee of the Whole.

Mr. PIRRCE (dess.) addressed the committee in favor of the bill, hoping that the work might be avrested immediately, or if that failed, that it might be stopped at the end of the fifth volume, now passing through the press.

press.

Mr. Wricht (whig) thought the bill was of a kindred character with those emanating from the same source—

Mr. Wright (whig) thought the bill was of a kindred character with those emanating from the same so urse—destruction.

Mr. Ward (whig) pointed to the consequences of the report. The power is over the unexecuted part of the scentract. The repeal of a law affects no rights vested under it. The contract may be repudiated or abrogated afterwards, but the repeal of the law does not at once direct the rights under it. Those rights require an act of violence, a seizure and repudiation.

After a protracted debate the enacting clause of the bill was stricken out.

The same committee considered the bill to provide for the effectual draining of

Mr. Williams. (whig) advocated the bill to provide for the effectual draining of

Mr. Williams. (whig) advocated the bill in 1826 the State had directed a survey and examination of the condition of the river and the marshes. An enginerr Mr. Thomas, under the direction of the authorities, examined the localities, and made a report recommending the work of draining to be done. [Mr. W. continued in an interesting narrative of which is contained in Mr. Williams' report on the subject, presented to the Senate a few weeks since ] This large tract of territory is crossed by the Eric canal at Montezuma. The marshes are there four miles wide. An embankment on this soft surface is raised about eighteen feet high, and on this the canal is to be taken by the plan adopted by the Legislature. This soil is so soft that piles are driven some sixty feet. The canal is now taken through the marshes. Serious questions are now raised as to the practicability of sustaining the canal by the aqueduct. The water has been so high as to overflow all their works. In 1850 it was eighteen inches above the bottom of the trunk of the aqueduct for a distance of three miles. The waters of this large river are to be confined into a channel less than the natural channel of the river. There is great danger of the most fatal injury to the canal from this cause, and from the injurious consequences to the inhabitants of

ported progress.
THE UNION COLLEGE AFFAIR.
Mr. Brekman (whig) moved the rescinding of so much of the resolution to print the report of the President and Trustees of Union College, as provides that this and the report of the examining committee shall be attached together.

THE COLONIAL HISTORY AGAIN.

On the question of agreeing with the report of the committee of the whole on the bill relating to the Colonia

History,
Mr. Purce (dem.) moved to amend the report of the committee by instructions to recommit.
Mr. Barcock said the money of the State was wasted in these contracts, while the charities of the State were met with the cry that the treasury was poor. Where is there a subject so worthy of the reforming hand of the legisla-

ture?
Pending Mr. B.'s remarks the hour of recess arrived.

rure?

Pending Mr. B.'s remarks the hour of recess arrived.

AFTERNOON SESSION.

The Serate took up the consideration of
THE CONSTITUTIONAL AMENDMENT PLAN OF MR. VANDERBUT.

Mr. V continued his defence, advecacy and explanation of the plan proposed by the majority of the consmittee. He reviewed the action which led to the convention of 1846, and denied that it was the financial policy of the State. It grew out of the determination of the democratic party to break up the central regency at Albany. The old fogydom there had, for a series of years, exalted or depressed men at their pleasure, and every young man rejoiced in the opportunity to overturn it. It arose also out of the desire to extinguish the system of monopolies. There was corruption in granting the incorporation to banks. It was a scene of wild and lawless disorder in reference to such affairs. The pure atreams of legislation were blocked by competition, and all the citizens of this State desired to be placed on an equality with those who had special privileges. This was one of the great causes that led to the adoption of the constitution. There was a tremendous hobby got up that the lawyers were ffeecing the people; that the costs in suits were enormous and oppressive, and every little demagogue, if he was only four feet high, could get upon a stump and abuse the lawyers. That could be said when nothing else could. It was a demagogury instinct with a large class of reformers. They proposed so to reform the law as to reduce the law to the comprehensive swallow, at this session—this glorious product of this glorious constitution. And another cause was the desire to send the local legislature, constructed out of every board seisinion. And another cause was the desire to send the local legislation to our own homes—a glorious little legislature, constructed out of every board of supervisors. This captivated the people amazingly. It was thought that we should have a legislature at home, where we could go with unbrushed coat and uncleansed shee, and have a law passed in ive and twenty minutes leaving the Legislature alone to the duty of tinkering general laws. But in addition to the desire to "kill the old regency," it was determined to scatter and decentralize the power by single Assembly districts He put it to every intelligent mind whether the orators, big, little and indifferent, did not urge all these theories. Did any man exist so stupid as to stand on the stump and talk about the financial article of the constitution? What did the people care about that? The people looked to other things. The financial article was secondary in consideration, however primary it might have been in theory. If it was very prominent in the minds of those who afterwards had so much to say about it, they had a queer way of showing it. in they had a queer way of showing it.

Mr. VANDERBILT continued his remarks until the hour of adjournment.

Assembly.
ALBANY, March 18, 1853.
On motion of Mr. GILMORE, the Senate amendments to the bill in relation to the Oneida county court house,

NEW YORK CITT REFORM, ETC.

Mr. J. Rose, (dem.) of N. Y., spoke to a question of privilege. A New York with paper (the Commercial Adveriser) had commented very unjustly on his course in re gard to referring the subject of city reform to the New New York papers were suborned to vilitly the present city corporation. He had said no such thing; but he did say that while the imputation of being bribed in this matter was charged aginst the New York delegation, the same common rumor which made that charge also charged that a large fund had been raised in New York, by the protection of circular of forms. that a large fund had been raised in New York, by the pretended friends of reform, to carry out their measures, a portion of which was used in extending the circulation of newspaper articles on the subject. Mr. R. had repelled, and repelled with considerable feeling, the assertion that the New York delegation could not safely be entrusted with the question of amending the city charter. He was in favor of judicious reform, as were his associates, and they would give satisfactory evidence of this in a very few days.

in faver of judicious reform, as were his associates, and they would give satisfactory evidence of this in a very few days.

A mill to amend the charter of New York City.

Mr. R SMILL (dem.) of N. Y., presented a report from the select committee to which the New York city charter was referred, accompanied by the following bill:—

The people of the State of New York, represented in Senate and Assembly, do enact as follows:—

Sec. I. The legislative powers of the corporation of the city of New York shall be vested in a Board of Aldermen and a Board of Councilmen, who, together, shall form the Common Council of the city. The Board of Aldermen shall consist of one alderman from each ward, who shall be cleated by the people of the respective wards for two years. The Board of Councilmen shall consist of days members, to be elected from as many districts, who shall he described by the people of the respective wards for two years. The form of Councilmen shall consist of fasty members, to be elected from as many districts, who shall he day is the third that the second of Andermen first object of the case of Assistant Aldermen, shall be, and hereby are, so far as consistent with tom act, vested in the Board of Councilmen of Andermen first elected under this act shall be saced of Aldermen first elected under this act shall be saced of Aldermen first elected on the Board of Councilment of Aldermen first electrical by the Board of Councilment of Aldermen first electrical by the Board of Councilment of Aldermen first electrical by the Board of Councilment of Aldermen first electrical that the same of the board of Aldermen first electrical that the same of the lark of the Board of Councilment of Aldermen first electrical that the same of the same of the lark of the s

belong.

See 3. For the election of Councilmen. I he said city shall be divided into sixty districts of contigue as territory, and as near as may be, of equal population, I ach of which shall chose see Councilman.

See 4. Every set, resolution, or ordy ance appropriating mensy, or involving the expenditure I money, shall originate in the Board of Councilmen, but the Board of Albertonen may propose of concur with avendments, as in other cases.

Sec. 5. A vote of two-thirds of all the members elected to each licard shall be necessary to r Sec. 3. A vote of two-tures of w the members elected to each lient shall be necessary to f. ass any not, ordinance or recelution of the Common Counc d, which shall have been returned by the Mayor with his objections.

Sec. 6. All laws or parts of 1s was conferring upon Aldermen judicial powers, or requiring the exercise thereof by any Alderman, except the powers of a committing magistrate, are hereby repealed.

derman, except the powers of a commission, the leased, and all hereby repeated.

Sec. 7. All ferries, docks, and slips, shall be leased, and all leases and sales of public peoperty shall be made by public anction, and to the highest hidder. Previous notice of such sale or lease, specifying the terms and conditions, shall be

given, under the direction of the Comptroller, for thirty days in the newspapers emistory. The days in the newspapers emistory that the comporation.

Sec. 8. All appropriations regiment and the component of the Almshouse Dep. by the Governors of the government of the Almshouse Dep. by the Governors of the same are finally made, he submitted that the component of the Almshouse Dep. by the Governors of the Almshouse to a Board of Commission.

Mayor, Recorder, Comptroller, the Free Cond of Councilof Aldermen, and the President of the the Board of Aldermen, and the President of the the Governors of the mediately report the same return them of Supervisors. If they disapprove, they shall minediately report the same return them of Supervisors. If they disapprove, they shall form a reconsideration in case the said Governor 's of all the power of the component of the country of the component of the comp

shall go into effect on the first Monday of May next; and the terms of all charter officers, except those named in the seventh section of this act, shall expire on the said first Monday of May next.

Sec. 18. This act shall take effect immediately.

Mr. Shuth announced that he would hereafter introduce another bill, in regard to the purity of elections in New York. On his motion, the report and bill were referred to the New York delegation.

ANOTHER PROPOSED AMENDMENT TO THE CITY CHARTER.

Mr. NORIE, (dem.) of N. Y., on leave, introduced a bill, on request of the delegation from the New York reform meeting, amending the city charter, which, on his motion, was referred to the New York delegation. Also a bill to divide the Seventeenth ward of New York.

NEW YORK AND MONTGOMENT MINING COMPANY.

Mr. INGALIS moved that the Judiciary Committee report the bill complete to charter the New York and Montgomery Mining Company.

LIFE AND HEALTH INNURANCE COMPANIES.

Mr. R. SMITH MOVED that the bill to incorporate life and health insurance companies be made the special order for Monday next. Carried.

Mr. JACKSON, (dem.) of Chemung, called for the special order, being

Mr. Jackson, (dem.) of Chemung, called for the special order, being
THE RAILMOAD CONSOLIDATION BILL.
Mr. OSGOOD, (dem.) of Rensselaer, moved that this order of business be laid on the table to take up Mr. D. B. Taylor's re olutions respecting the President's inaugural address. Lost by 46 to 50.
Mr. HASINGS, (whig) of Monroe, moved to postpone the special order. Lost.
Mr. BECKWITH presented four remonstrances against consolidation. Messrs. Winans, Bushnell, Burroughs, P. W. Rose, Littlejohn and Whitcomb presented other remonstrances. Mr. Holley presented a petition for consolidation.
Mr. Incalls moved to postpone the special order until Monday next. Lost.
The House was then resolved into Committee of the Whole, Mr. P. W. Rose in the chair, on the Railroad Consolidation bill.
Mr. HASTINGS moved to amend by confining the con-

Whole, Mr. P. W. Rose in the chair, on the Railroad Consolidation bill.

Mr. HASTINGS moved to amend by confining the consolidation to the railroad companies between Albany and Buffalo. This measure, he said, was one of the utmost importance, and when the people should understand the purpose of the bill they would reprobate it. He regretted that more time had not been given to the consideration of the matter. There were two reads from the Hudson to Schenectady—one from Albany, the other from Troy. There were also two roads from the Hudson to Buffalo, with the exception of one link. These parallel roads are to be joined in one corporation. All other lines hereafter to be constructed may also be united in this enormous corporation. He was amazed at the audacity of those who asked for the passage of this bill. The geople look with jealousy on the influence of corporations—they have always done so. The legislation the audacity of those who asked for the passage of this bill. The people look with jealousy on the influence of corporations—they have always done so. The legislation of the State has always been designed to check, as far as possible, the tremendous influence of incorporations. To allow competition in all these matters is the object of that requirement—that general and not special laws shall be enacted in regard to incorporations—that they may all be left open to competition as in the case of all business done by individuals. But this bill provides for a monopoly of immense magnitude, and as powerful and dangerous as it is large. Let the people understand its nature fully, and they would overwhelm us with remonstrances against it. Let us turn to the Niagara frontier. There are various terminations to the roads on the Niagara, between Buffalo and Lewiston. The econnect with all the railroad and steamboat routes leading Westward. The monoply can thus secure all Western business. So of the various terminations on the Hudson. They can secure, without the possibility of diversion, the entire travel ard freightage from the West. Thus they can control the entire business passing through the State. Can any monopoly be more odious or daugerous? They will have power to control all business for a century to come between the Niagara and the Hudson, and will be able to break down every attempt at competition. The ability to make immense profits, which we grant to them, will be sufficient to crush all opposition. Mr. H. had heard stockholders in these roads boast of this. It is said that this will cheapen the cost of travel and the transportation of goods. Mr. H. did not believe this The railroads can now reduce their profits, but the dividends are declared, and not solely on the actual investment. These companies are highly profitable, and they have no wish to reduce their profits, but by shutting out all competition, to increase them. It is now feared that the railroads have an influence over was no need of this consolidat

by starting out an competition, to increase them. It is now feared that the railroads have an influence over legislation already fearfully great!; we all feel it. There was no need of this consolidation—it is not necessary for a continuous connection between Albany and Buffalo, for one read can do that. He entreated the House to pause before granting this power.

Mr. Forstyth (demograt) of Albany, said consolidation would simplify the business of the roads, and this would give the public low fares, and a reduction of transportation. It gives the traveller a continuous route from one point to an other—now they are treabled with ceaseless annoyances. He will have to deal with only one road. There would also be a double track from Albany to Buffalo, and the public convenience would be greatly promoted by this. It is said a vast monopoly will grow out of this. He thought not. Any association of persons have a right to make a continuous read, and why shall it not be granted to those companies? Railroads were springing up in other States, for the bzsiness between the East and the West. Shall New York yield it to them? If not, let us give faculities for diminishing the cost of transportation through the State. All local prejudices should be thrown aside to promote the public good.

Mr. CLAPP. (whig) of Erie, did not purpose to make any extended remarks on the subject. He considered the proposed matter one of public utility. It was required by the public good. He had gone for imposing tolls on railroads on this principle, and the same duty required him to go for this bill.

Mr. LITTISION, (whig.) of Oswego, said if there were now no railroad between Albany and Buffalo, and a charter for one should be applied for here, would any member vote against it? No. Thea why refuse this consolidation? It is important to our retaining the trade of the West, that all facilities should be given to our roads to compete with other States. The objection of monopoly would equally as well have applied for here, onsolidation in there woul

to benefit the public and not themselves. There is a broad difference between permitting a corporation to do a public good and their actually doing it. If these companies wish to reduce fare, why do they not do it? They give no intimation of any such intention. They will keep it up to a profit of thirty per cent. The only reason given for this consolidation is, that it will save passengers the trouble of changing cars once or twice.

Before the conclusion of Mr. Shaw's remarks, the House took a recess to four o'clock.

Mr. W. TAYLOR moved that when the House adjourn, it do so to Monday morning. Lost, 30 to 46.

Mr. GLOVER moved that there be no afternoon session on Esturday. Carried.

Mr. CLAPP moved that Wednesday next be set apart for he third reading of bills. Carried.

Mr. CLAPP moved that Wednesday next be set apart for he third reading of bills. Carried.

GLOVER, on leave, reported to authorize the New York intral College to sell or mortgage all or a part of their real catale.

Mr. Seral The made a report in regard to the trustees of the Hardwise. Seminary.

RAHROLD CONSOLIDATION.

The committee of the whole resumed the consideration of the rairroad even olidation will.

Mr. Shaw consistees, olidation will.

Mr. Shaw consistees, bits comarks, saying the passage of general laws regals ting corporations, was one of the great achievements of my dern times. It took from them all the odious features of mon pokes. The tendency of the present bill was to take the backward step. There was much to be apprehended from the overshadowing influence of railroads here. There is a fear that New York will lose the transportation of the West, and that we must afford that business such inc. eased advantages that new avenues of communication on anot be made in other States. There was no esgency in this argument, but there was no likelihood that consolid accomplish this. The fare on the entiral like of roads is a dellar and a half higher than on the Erie to the down in the states of the common lines. Men, as directors in conpounding will direct acts to be done which they would be used to do themselves. It is said the Consolidation hill will occasion the dismissal of a hundred railroad direct acts to be done which they would be used to do themselves. It is said the Consolidation hill will occasion the dismissal of a hundred railroad direct acts, with numerous clerks and laborers: And it is a lid it is will cheapen railroad expenses and reduce there and transpersation.

Mr. Holley, (whig) of Niagara; said that we always a matter of satisfaction to him to be abbeto co incide to

sion the dismissal of a hundred rathroad directors, with numerous clerks and laborers. And it is a dit the will cheapen railroad expenses and reduce fares and transportation.

Mr. Holley, (whig) of Niagara, said that it we salways a matter of satisfaction to him to be abbete ee incide it opinion with the two venerable mentors. (Mesars. Shaw and Hastings) who sat near him. And he always felt in ched to dount the accuracy of his views when he found them differing from those of these venerable relies of the past, whose opinions come down to us sancticeed by the experience of three score years and ten, and upon whose gray hairs we could not look save with respect—he had almost said veneration. But he hoped to be pardoned, if, in accordance with his sincere convictions, he folt convelled to differ from them on the question before us. We are told there is no power to limit or control this corporation. And yet the bill itself provides that this corporation shall not charge more than two cents a mile for fare. We may at any time further limit its charges. We can prevent it from laying unnecessary burdens on the people of the State. Can this capital of twenty millions control and govern this State? The idea is preposterous. Through the southern tier of counties was a railroad which is and always will be functionation with the central line of roads. Its capital is even larger than the capital of the consolidated roads. Another company may construct another road by the side of the central line. And the whole question is conceded, when it is argued that the central line can make fares and transportation so low that there will be no object in constructing a rival road. This is exactly what the public want, and the best of arguments in favor of consolidation. He knew that the concentration of power or capital in the hands of a few was dangerous. But in this case the competition that is premisable affords the best safeguard against danger. That competition must the public want, and the best of arguments in from our own called

would vote upon some minor amendments. He would suggest a period within which the consolidation should take place be inserted in the bill. He moved to fix this period at two years.

Mr. Jackson said the bill had been carefully drawn, and maturely considered in the Senate, and he hoped no amendments would pass.

Mr. Clarr hoped if this consolidation was to be so dangerous it would not be forced on us so soon. Why not give it e monopoly a large privilege of postponement.

Mr. Littleous said any future Legi-lature might repeal the law, should the railroads refuse to avail themselves of its provisions, and on that account the resolution was unnecessary.

The motion of Mr. Looms was lost.

Mr. Osnorne, (whig.) of Oneids, moved to amend so as to allow two or more roads hereafter to consolidation had been that it would promote the public convenience. This is to be done by avoiding a change of cars between Albany and Buffalo. It is well understood that there is danger in running an engine or car for a very great distance at a high rate of speed. At least two changes are made between Albany and Buffalo.

Mr. PERES, (whig) of Genesee, detailed the difficulties experienced along the central lines of roads respecting transportation and reduction of fare. It had otten been the case that one road had for years resisted the wishes of the others in these respecting transportation and reduction of fare. It had otten been the case that one road had for years resisted the wishes of the others in these respecting transportation and reduction of fare. It had otten been the case that one road had for years resisted the wishes of the others in these respecting transportation and reduction of fare. It had otten been the case that one road had for years resisted the wishes of the cohera in these respecting the passage of freights and retaining high fares. The public interest demanded the consolidation of those roads, and instead of permitting it, the Legislature should enforce consolidation. There could be no such thing as the consolid

## Murder in Boston.

Boston, March 18, 1853. About half-past 10 o'clock last night, an Irishman named Michael Noble, twenty one years of age, was kille in a cellar on the corner of Richmond and Ann streets by being stabbed by a comrade, and subsequently assaulted by others. Three men and two women have been arrested and await the result of the commer's inquest.

Рип. аркі. Рим., March 18, 1853 An unknown German was fatally injured, both his legs being cut off, by the train from New York this after-

Thunder Storm at Providence. PROVIDENCE, March 18—P. M. A heavy storm, accompanied with thunder and light-

ning, is passing over this city. It is the first thunde The Steamship Cambria at Halifax. HALIFAX, N. S., March 18-10 A M. The steamskip Cambria arrived here from Boston at

five o'clock this morning. The weather is foggy and it

now rains. Navat Intelligence—Marine Disaster.

Nonvolk, March 17, 1853.

The U. S. steamer Massachusetts. Lieut Carter, from the Pacific, sixty-five days from Rio de Janeiro, has arrived at this port—all wf.

The schooner William Henry, from Frankfort for Pensylvents

Markets.

New Obleans, March 18—P. M.

The sales of cotton to-day were 9,000 bales, and for the week 58,000 bales. Prices are firm. We quote middling 9½c. 10½c. The stock on hand is 334,000 bales; increased receipts at all southern ports, 459,000 bales; receipts, 11,000; stock, 137,000 bales. The closing quertation for middling is 2½c.

Charleston, March 17, 18'53.

Cotton—Sales to-day 1,300 bales, at an advance of 1½ a 1½c. Fair is quoted at 10½c. a 10½c. The root-pits of the week foot up 13,500 bales, and the stock ca hand is 60,000 bales.

Insane Hungarian.—There is a Hur garian in the Lunatic Asylura in New Orleans, who is possessed of a most Kossuthian idea. He imagines that Mr. Hill, who is a wealthy gentleman, is ander some peculiar obligation to toan him money. For what purpose this money is designed, or what the nature of the obligation on Mr. Hill's part, the Hungarian dees not choose to enlighten any body. Perhaps he vishes to liberate his fatheriand by the purchase of saddles and muskets for others, not yet in the asylum, have professed the same thing. He has been released from confinement several times, and on each occasion has immediately called upon Mr. Hill. INSANE HUNGARVAN .- There is a Hur garian in

STRIKES AMONG THE TRAPES OF NEW YORK.

The Trades Unions from 1835 to the Great Revulsion of 1.337.

Movements of the Trades in 1360.

THE GREAT FLOUR RIOT.

The recent telegraphic despatches from Philadelphia, Baltimore, Cincinnati, and other places, and the advertisements which have been and still continue to be published in our paper, give indications of a general uprising of the industrial classes similar to that of 1835, or the more recent movement of 1850. The high price of provisions and the exorbitant rents, are the chief causes which have at all times produced strikes among the mechanics and laborers of New York.

During the years 1834, '35, '36, and '37, an extensive organization was effected among the various trades throughout not only this city but Philadel phia, Baltimore, Pittsburg, and many other principal cities in the United States. The object of this movement was the protection of the mechanic and laborer against the actual or anticipated aggressions of their employers, and the maintenance of a good feeling among all the departments of industry. A general congress of all the trades was held in New York at regular intervals; at which representatives from the various societies were present to discuss the different subjects of importance affecting their interests. It was, in fact, somewhat similar to the Industrial Congress which was formed in this city during the exciting times of 1850, when a like movement took place among the trades. A paper was also established at the same time, entitled the National Trades Union : but it was extinguished, like many other enterprises, in the great financial revulsion of 1837. After many ineffectual efforts to keep the trades united, the Union was dissevered, and each trade was left to protect itselfand take care of its own interests. Many persons contend that this was rather beneficial than otherwise, averring that while it, existed an unhealthy excitement pervaded the mechanical and laboring classes. It caused a great deal of animosity and bad feeling between the employers and the employed; and to such extremes did the former proceed in their opposition to it, that the tailors and stone cutters were indicted, on their accusations, for conspiracy—the crime in this instance consisting in their organizing societies for the avowed purpose of self-protection. In the case of the Cordwainers, Judge Savage rendered a decision, sometime during the year 1835, in the Supren Court of this State, deciding that such combinations or societies were illegal and indictable. The tailors were also found guilty of the same heinous crime; but we believe the sense of public justice was so outraged, that only a slight penalty was imposed, and the societies were not suppressed. This was a kind of conspiracy that the laws had never provided against, but which the wisdom of some of the members of the bench had pronounced to be highly penal. The HERALD defended the right of the tradesmen to establish societies, while it opposed with all its might the excesses which some members of the trades had foolishly committed, in the hope to obtain, by compulsion, what they thought they could not precure by urging their claims in a peaceabl manner. Among the many strikes which took place about the year 1835, was that of over a thousand children, employed in factories in Paterson. These children, varying in age from seven to eighteen years, struck for a reduction in the time of labor from thirteen to eleven hours a day; and such was the feeling of sympathy in their favor that they succeeded in their object. The result of some strikes among the trades has been the establishment of Protective Unions; but, except in a very few instances, these have failed-whether from bac management, or want of confidence among the members, we do not undertake to say. There are some at present in successful operation throughout the city, which were started during the late "striking" times here. Combinations of workmen for the regulation of the value of their labor, by a standard rate of wages, is of very ancient date, as we find from "Wade's History of the Middle and Lower

Classes." From this we learn that the first notice taken of them was in 1548, when an act of Parlia-

ment was passed, directing particular attention to

them, in the following language:-"Artificers, handl-

craftsmen and laborers, have made confederacies and

promises, and have sworn mutual oaths, not only that

they should no meddle with another's work, and

perform and finish that another hath begun, but ales to constitute and appoint how much they shall do in

a day, and what hours and times they shall work,

contrary to the laws and statutes of this realm, and

to the great burt and impoverishment of his Majes

ty's subjects." No reference was made in this to

combinations to raise the price of labor; but subse-

quently acts were passed to restrain such move-

ments. In spite of acts of Parliament, however

combinations coatinued in existence, and, in 1824

the system of restraints on the rights of work-

ingmen was abandoned. In this antiquated law one

of our own course, ignorant of its subsequent repeal,

found authority for declaring the combinations

among our workingmen to be illegal. Besides the protection of the tradesmen and labor ers from the injustice and oppression of employers, the Trades Union professed to have another great object in view. This was no less than the destro of the system of what was then called "the States Prison Menopoly." It was made the duty of the agent of each of the State prisons "to usa every proper means to hernish the prisoners confined in the respe ive priscas with employment the most beneficial to the public, and the best suited to their various capscities; and to use their best endeavors to defray all the expenses of the prisons by the labor of the prisoners." The agents were also directed to make contracts for the lager of the convicts upon such terms. as they deemed roost beneficial to the State. As may be reasonably supposed, the prisons were soon, under this system, converted into workshops, in which most of the my chanical trades were carried on and taught to the 'prisoners. An immense amount of work was done by the convicts, whose labor could be procured at a much cheaper rate than that of the honest and worthy mechanic. One of the objections urged against the system was the manner in which the discretion in letting the contracts been abused. Another reason urged against it was, that it tended to fraud and favoritism on the part of the agents. The mechanics of our State became indignant at the competition thus established between their work and the labor of convicts. They protested against it, and such was the state of excitement and public feeling aroused on the subject that the Legislature appointed a committee to investigate it. After a long war against the "monopoly," it was settled to the satisfaction of the majority, by the suspension of some of the branches of industry, and the obstitution of others which did not interfere of much with the interests of the trades in general Among the mechanical employments still purs .ed in the prisons, are hatmaking, shoemaking, carpet weaving, tailoring, cutlery, cabineting sing, a

Of the numerous trades in Ner y York, there are, we believe few or none whip', have not had, at